

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of:

Wang et al.

Serial Number:

09/900,838

Filed:

July 6, 2001

For:

Multiple Chamber Airbag and Method

Group Art Unit: Unknown

Examiner: Unknown

LETTER TO THE DRAFTSMAN

Honorable Commissioner for Patents
Washington, D. C. 20231

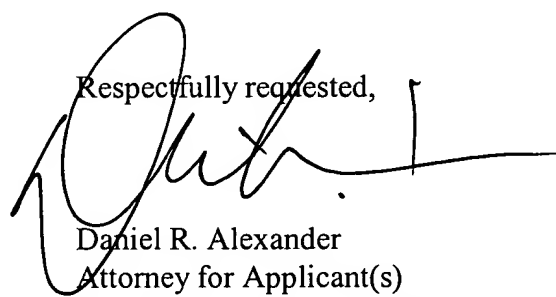
Sir:

Please **substitute** the attached 13 sheets of **formal** drawings for the 13 sheets of informal drawings submitted with the original application.

The cost of comparison, if any, can be charged to Deposit Account No. 04-0500. A duplicate copy of this sheet is enclosed.

September 14, 2001

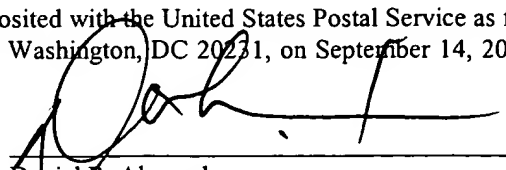
Respectfully requested,



Daniel R. Alexander
Attorney for Applicant(s)
Registration Number 32,604
Telephone: (864) 503-1372

CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to Commissioner for Patents, Washington, DC 20231, on September 14, 2001, along with a postcard receipt.


Daniel R. Alexander
Attorney for Applicant(s)

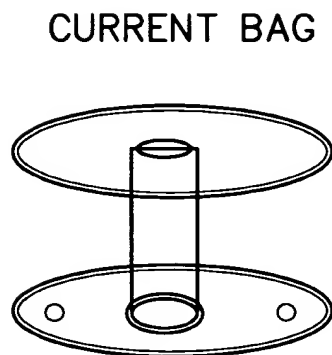


FIG. -1-

DUAL
CHAMBER BAG

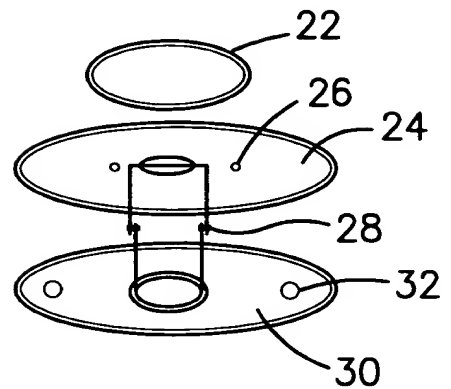


FIG. -2-

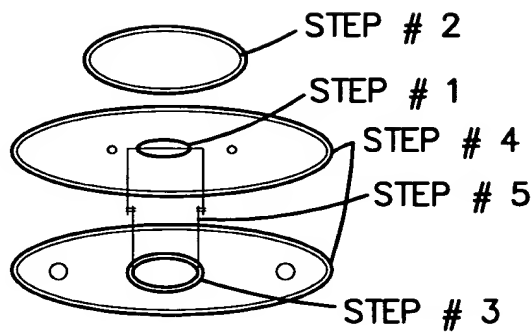


FIG. -3-

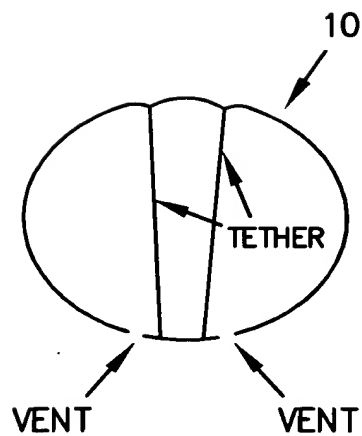


FIG. -4-

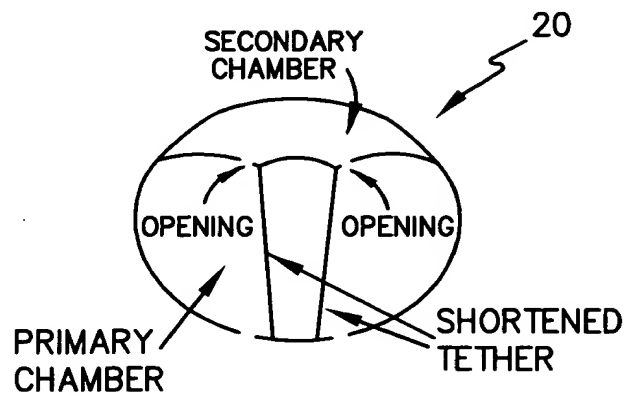
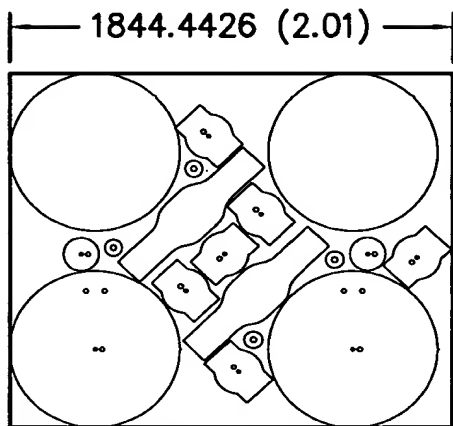


FIG. -5-

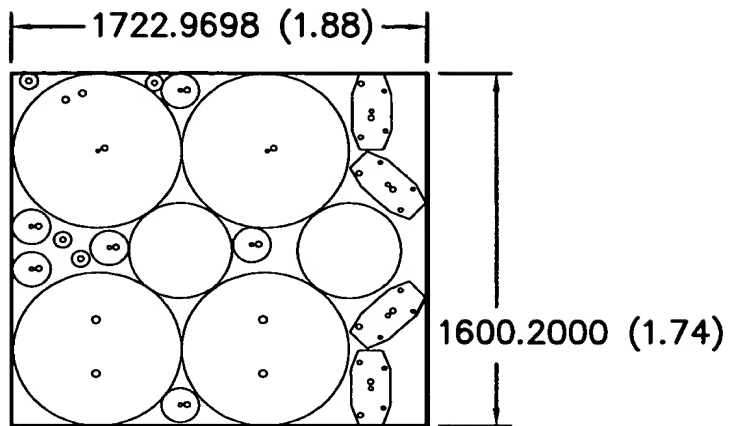
PRODUCTION FORD TAURUS
DRIVER AIRBAG



USES 1.005 LINEAR YARD/BAG

FIG. -6-

NEW TWO-CHAMBER
DRIVER AIRBAG



USES 0.94 LINEAR YARD/BAG

FIG. -7-

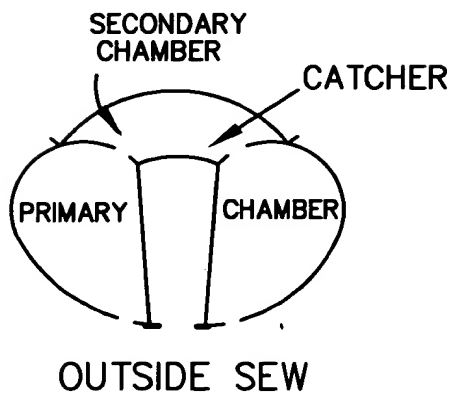


FIG. -8-

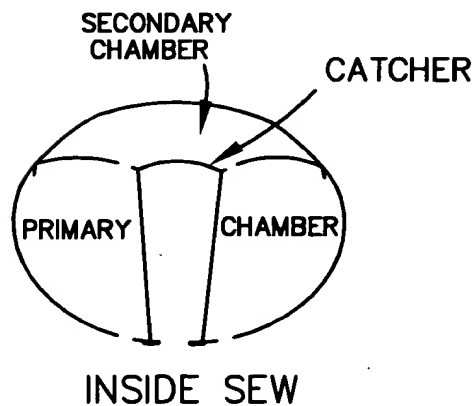


FIG. -9-

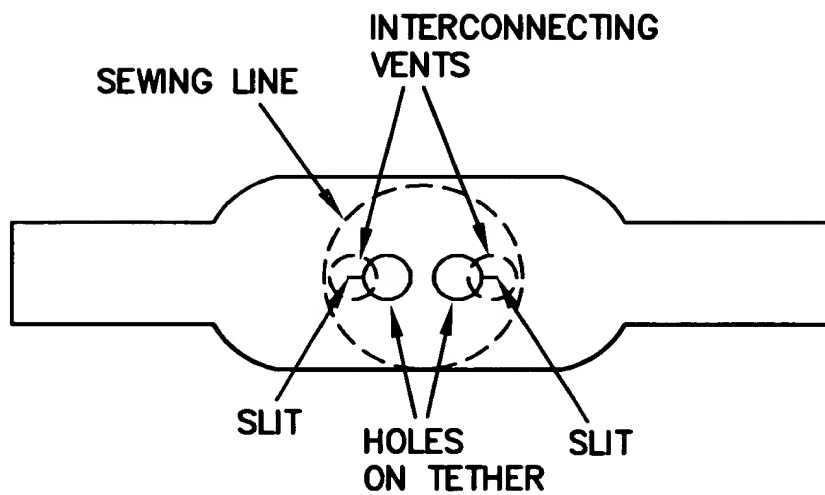


FIG. -10-

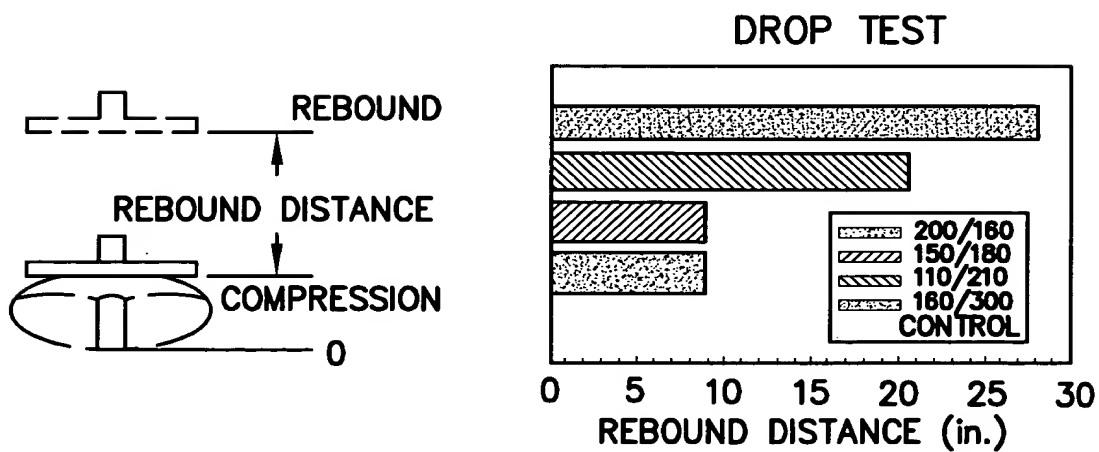


FIG. -11A-

FIG. -11B-

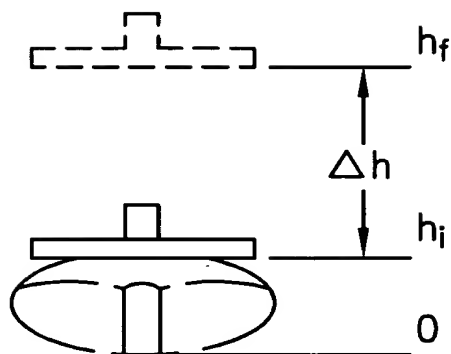


FIG. -12A-

IMPACT TEST

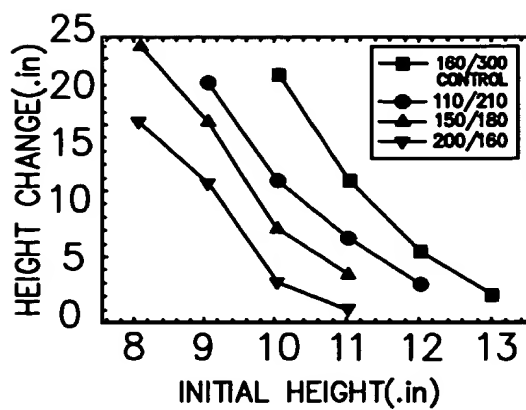


FIG. -12B-

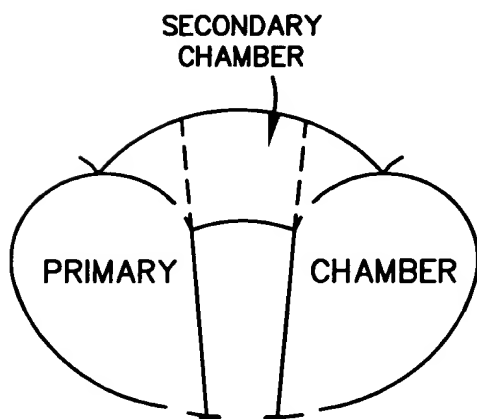


FIG. -13-

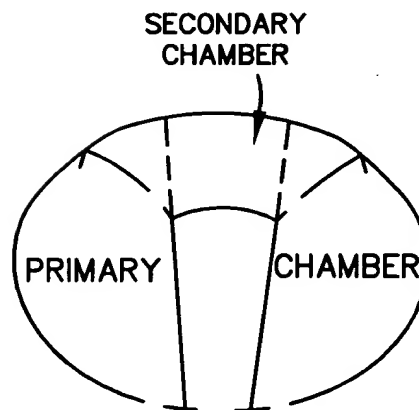


FIG. -14-

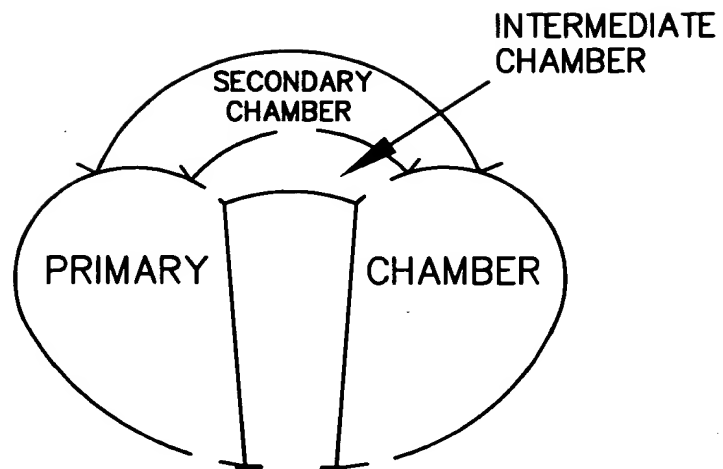


FIG. -15-

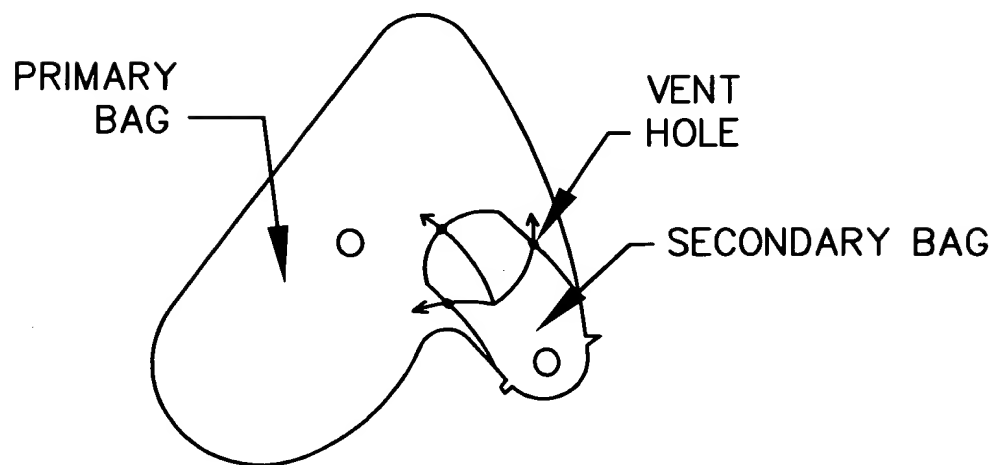
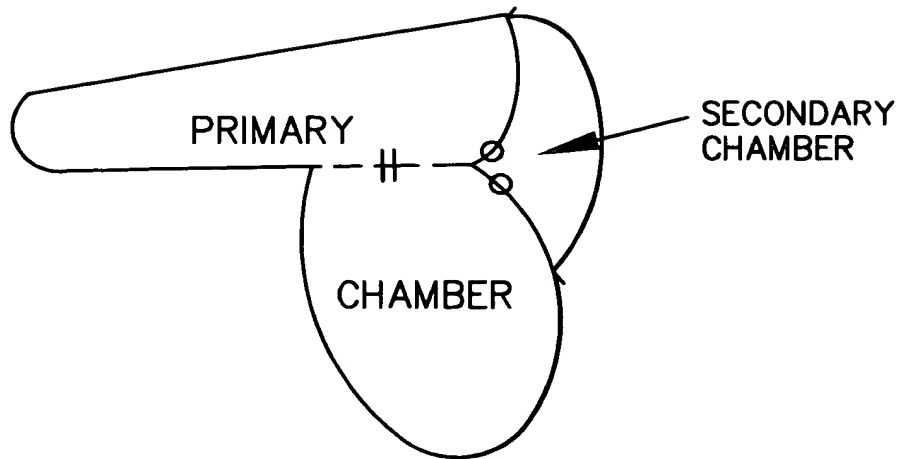
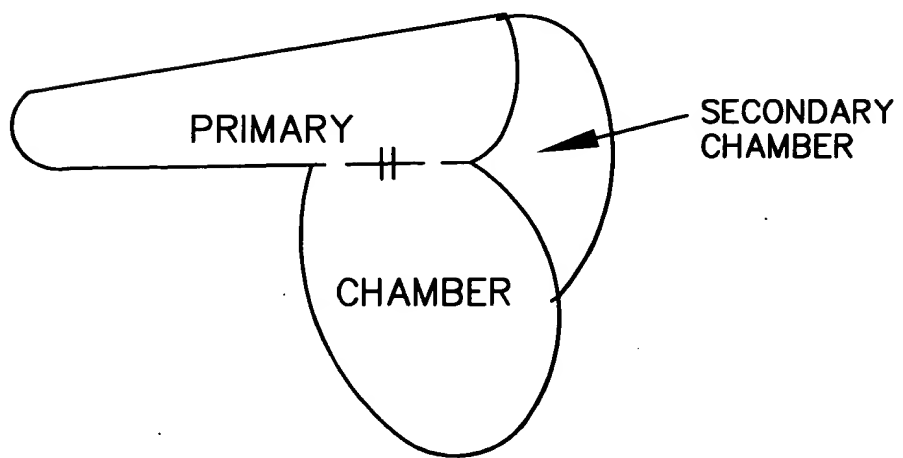


FIG. -16-



OUTSIDE SEW

FIG. -17-



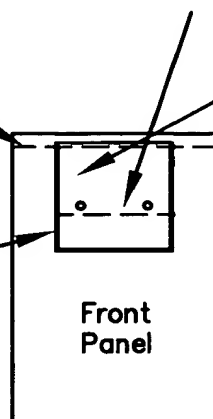
INSIDE SEW

FIG. -18-

SEAM CONNECTING HALF OF TETHER TO FRONT PANEL
(NOTE: THE SMALL SQUARE PIECE IS INDEPENDANT OF THIS SEW)

SEAM ON THE TOP PORTION
ATTACHING THE FRONT PANEL
TO THE TOP BODY PANEL

5 mm SEAM ALLOWANCE
TO CONNECT THE SMALL
PIECE TO THE OUTSIDE



SECONDARY CHAMBER

PRIMARY BAG

SIDE VIEW OF FINISHED BAG

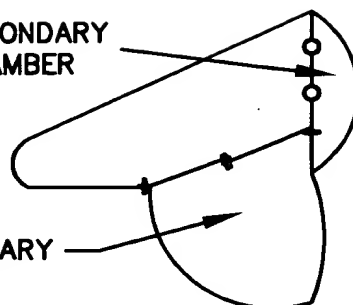


FIG. -19-

FIG. -20-

SHOWN WITH SMALL
SECONDARY CHAMBER AT
THE HEAD CONTACT PORTION

STAGES OF DEPLOYMENT

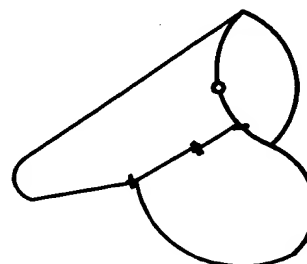
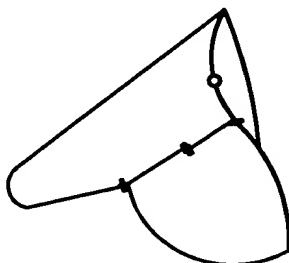
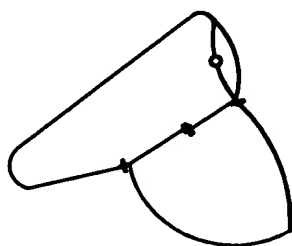
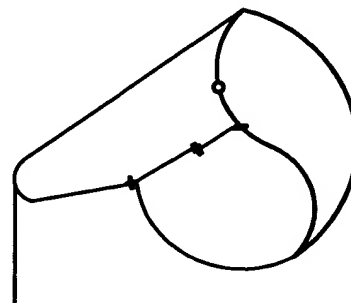
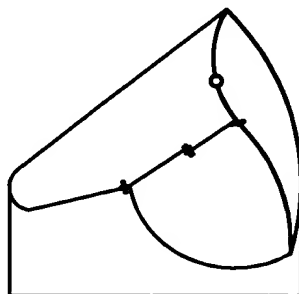
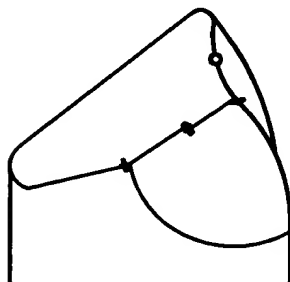


FIG. -21A-

FIG. -23A-

SHOWN WITH A
LARGER SECONDARY
CHAMBER ACROSS
THE ENTIRE HEAD
AND THORAX AREA

FIG. -22A-



EXCURSION FOR
5 YR OLD CHILD

EXCURSION FOR
50 % OR SMALL
FEMALE

EXCURSION FOR
95 % OR LARGE
MALE

FIG. -21B-

FIG. -22B-

FIG. -23B-

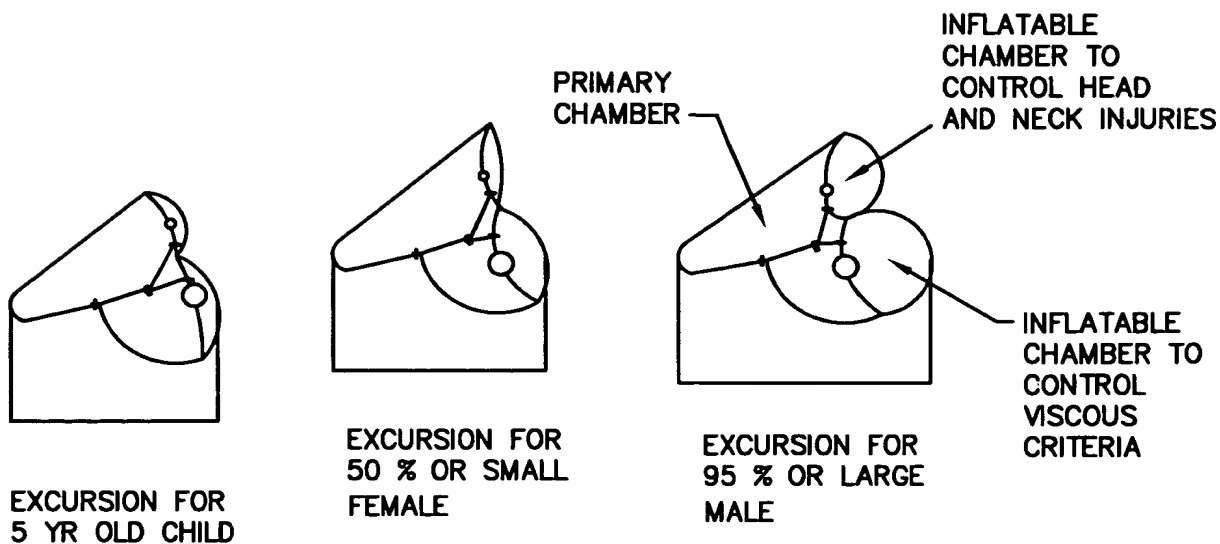


FIG. -24- *FIG. -25-* *FIG. -26-*

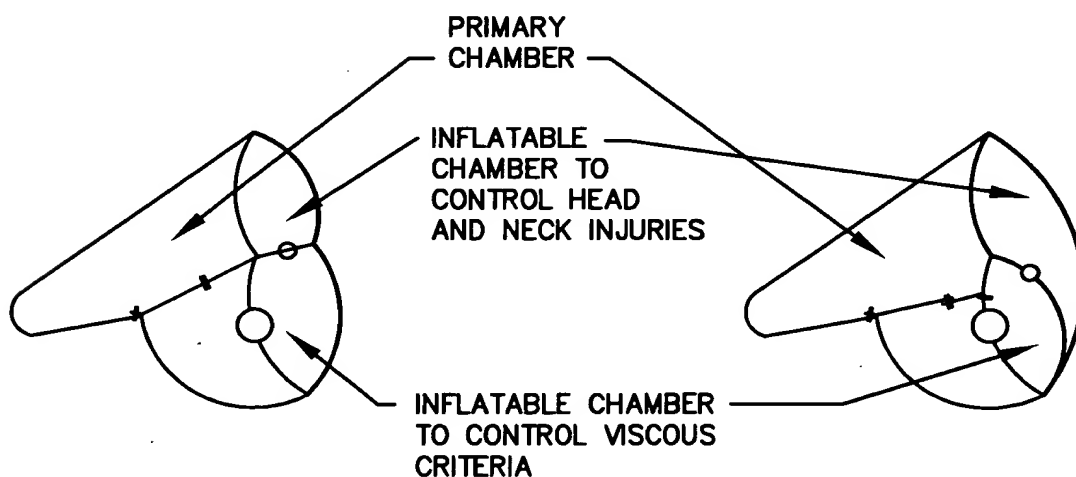


FIG. -27- *FIG. -28-*

CURRENT BAG

OPTION #1
SMALLER PANEL
SEWN ON THE INSIDE

OPTION #2
SMALLER PANEL
SEWN ON THE OUTSIDE

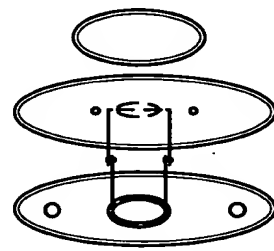
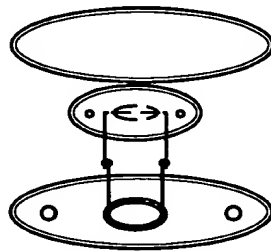
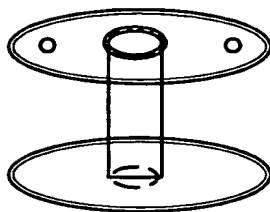
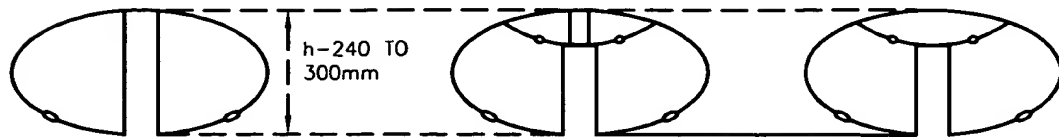
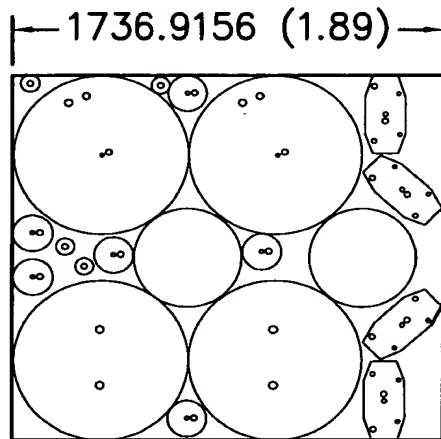


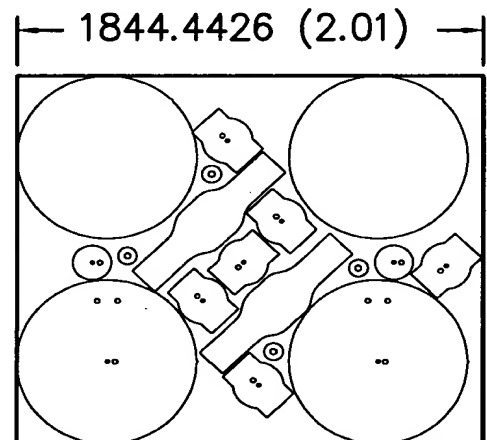
FIG. -29-

FIG. -30-

FIG. -31-



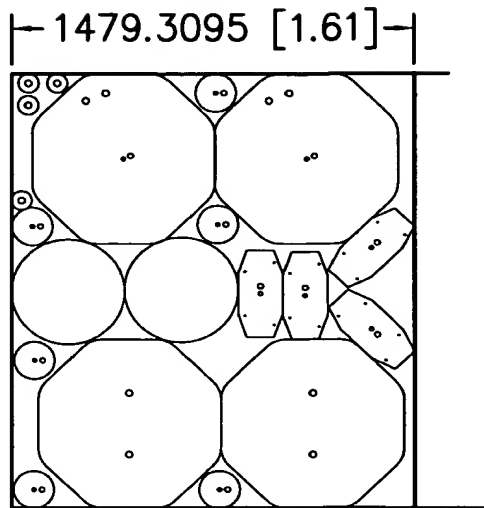
NEW AND IMPROVED BAG
USES 0.94 LN.YDS PER BAG



PRODUCTION BAG USES
1.005 Ln.Yds. PER BAG

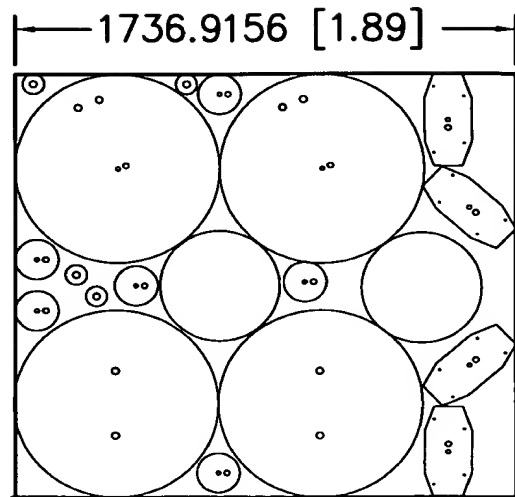
FIG. -32-

FIG. -33-



NEW AND IMPROVED BAG
WITH OCTAGON SHAPED
PANELS USES 0.805 Ln.Yds.
PER BAG

FIG. -34-



NEW AND IMPROVED BAG
USES 0.94 Ln.Yds. PER
BAG

FIG. -35-

OCTAGON SHAPED OUTER
PANEL

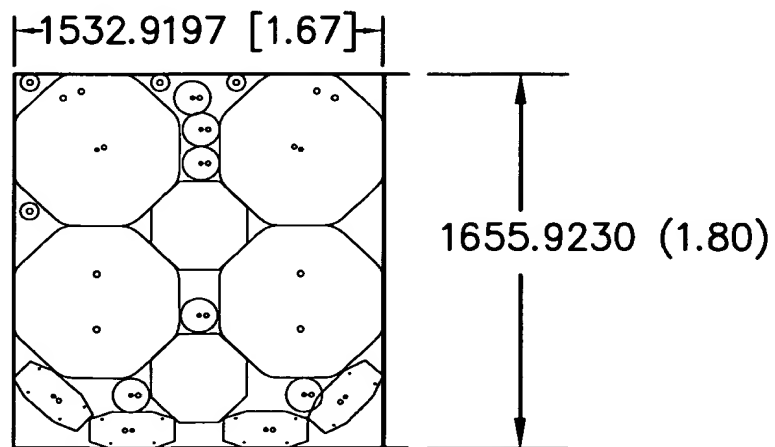


FIG. -36-

THREE CHAMBER AIRBAG

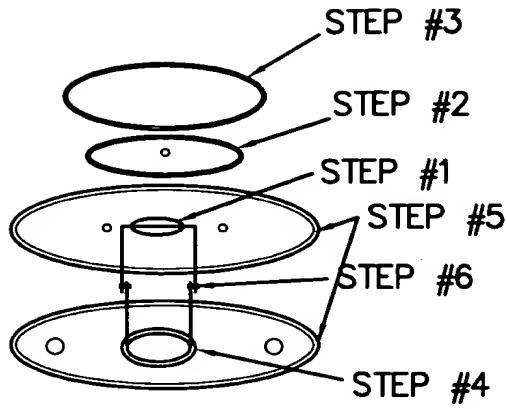


FIG. -37-

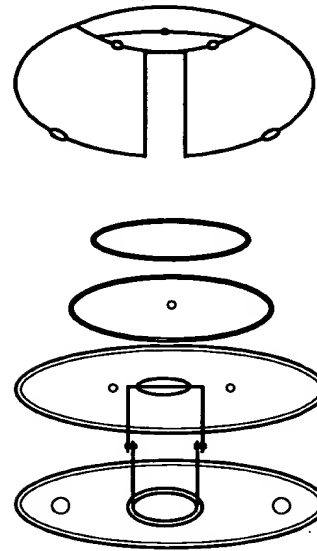
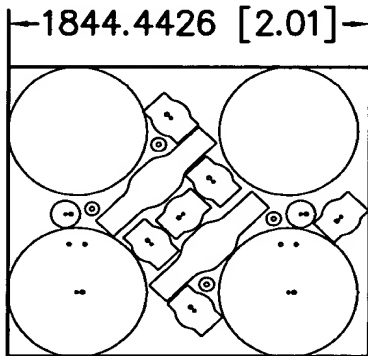


FIG. -38-

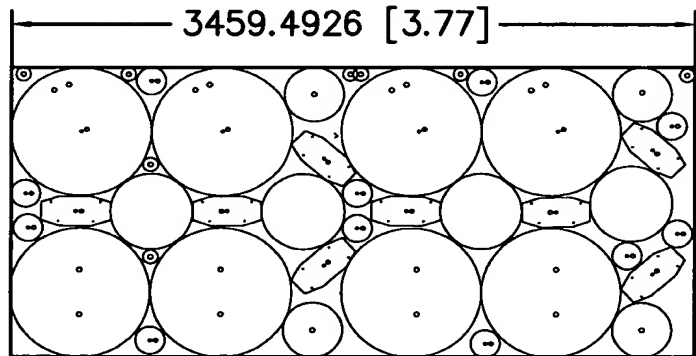
PRODUCTION FORD TAURUS DRIVER BAG



PRODUCTION BAG USES
1.005 Ln.Yds. PER BAG

FIG. -39-

THREE CHAMBER AIRBAG



NEW AND IMPROVED BAG
USES 0.94 Ln.Yds. PER BAG

FIG. -40-

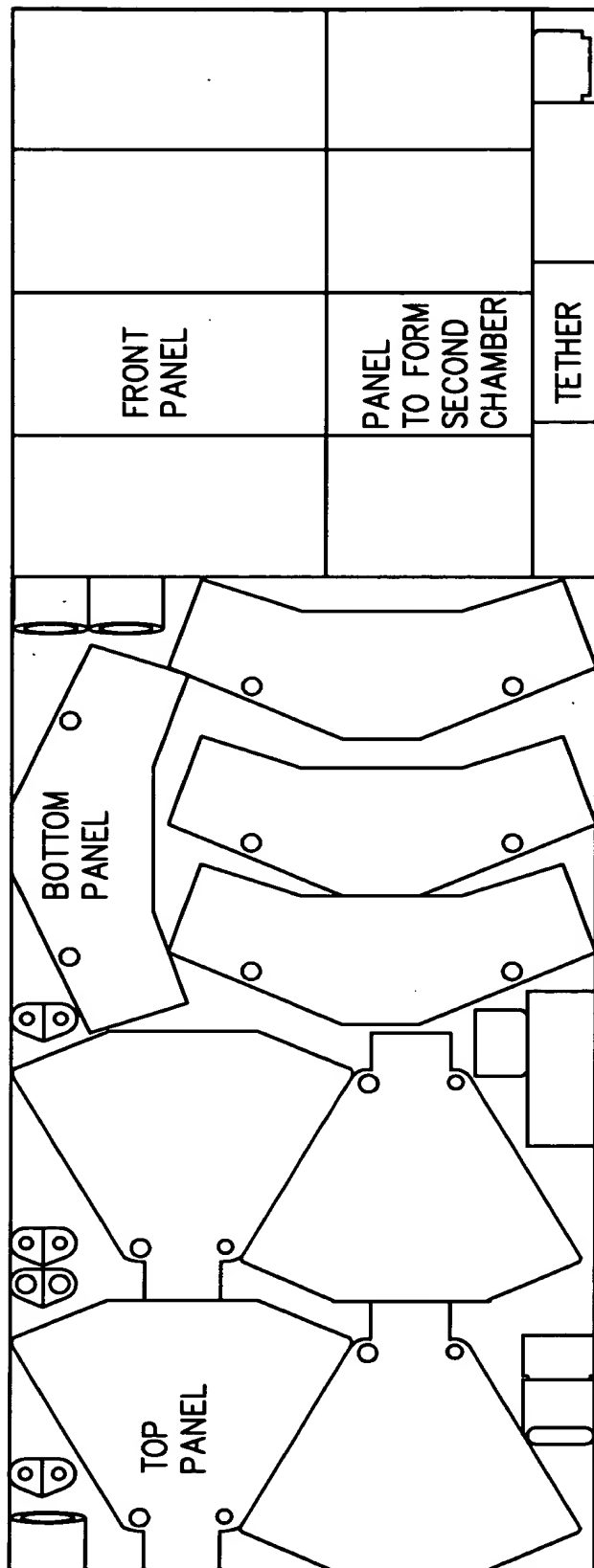


FIG. -41-

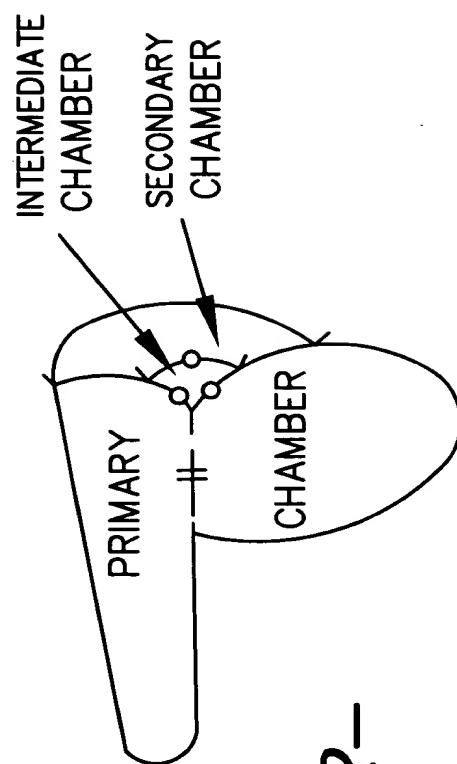


FIG. -42-

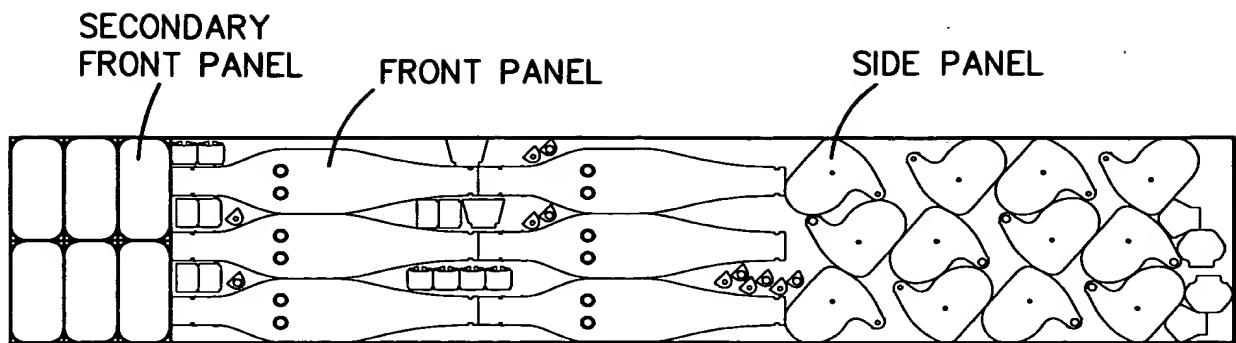


FIG. -43-

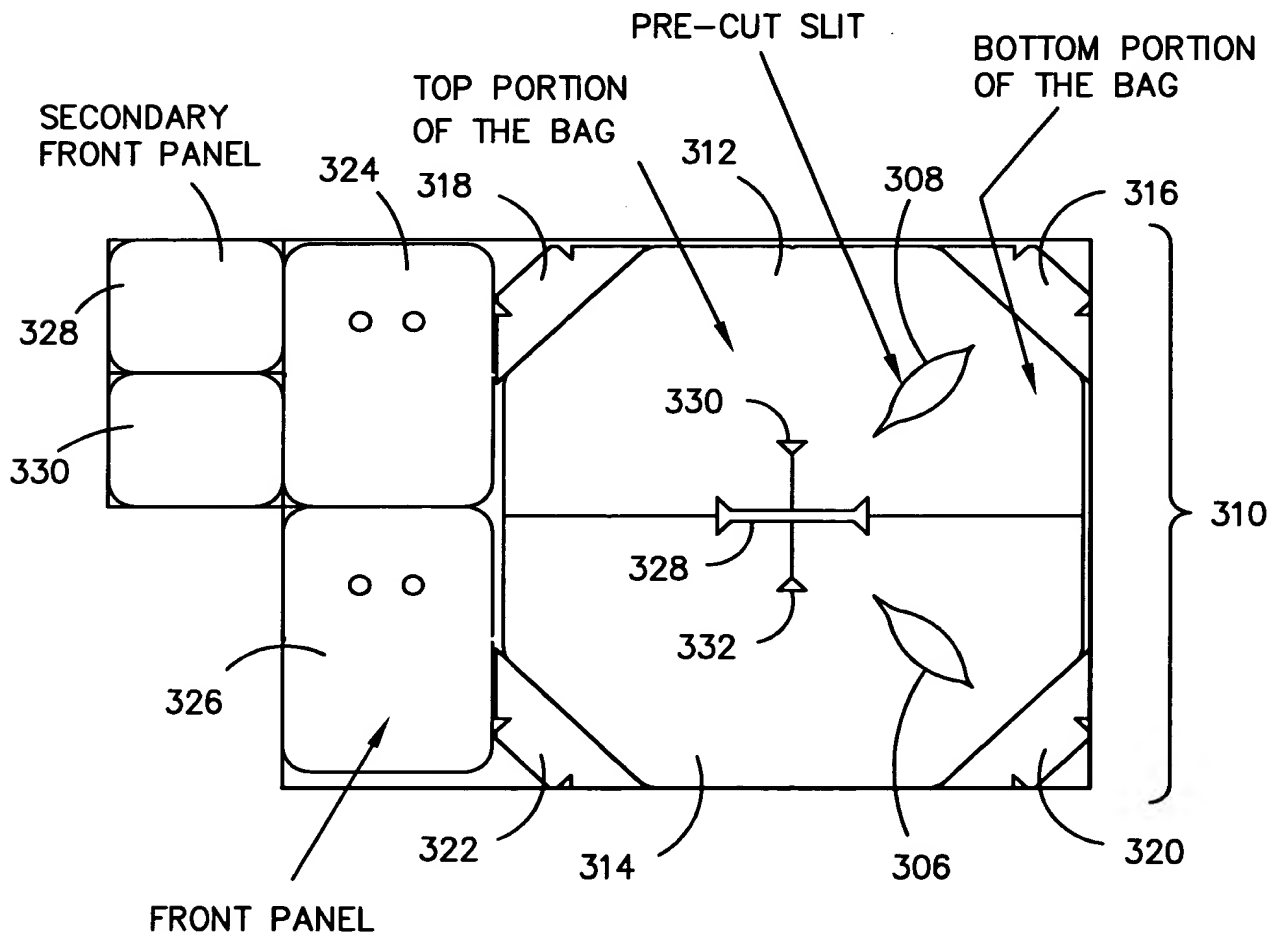


FIG. -44-